

Attendance of the June 18, 2003 GMAC Meeting
(based on sign-in sheet)

Name	Agency
Amos, Jeff	Don Breazeale and Associates
Baldwin, Hon. Harry	City of San Gabriel
Balmir, Sandra	Federal Highway Administration
Caldwell, Don	Union Pacific Railroad
Calix, Robert	LACMTA
Catz, Sarah	Golden State Gateway Coalition
Cheng, Luke	LACMTA
Daniels, Hon. Gene	City of Paramount
Dorland, Kanya	Port of Los Angeles
Fetty, George	George Fetty and Associates
Hicks, Gill	Gill V. Hicks and Associates
Irwin, George	Omni Rail
Kumar, Vin	Caltrans District 7
LaFazia, Corinne	California Trucking Association
Lai, Sue	Port of Los Angeles
Lee, Francis	Caltrans District 7 Corridor Studies
McDonald, Dwight	California Highway Patrol
Morris, Hugo	Teamsers L. 911
Neal, Jim	Wilbur Smith Associates
Pearson, Fred	Parsons Brinckerhoff
Perdon, Al	Albert Perdon and Associates
Randolph, Stan	Caltrans
Rodriguez, Dilara	Caltrans
San Agustin, Liberty	Caltrans District 7 Corridor Studies
Smith, Steve	SANBAG
Stringfield, Jo	Caltrans District 8
Weiss, Judy	Don Breazeale and Associates
Wilson, A. J.	Pomona Valley Educational Foundation

SCAG Staff

Ainsworth, Mike
Griffin, Mark
Havens, Alan
Iwai, Dale
Wong, Philbert

**GOODS MOVEMENT ADVISORY COMMITTEE MEETING MINUTES
WEDNESDAY, JUNE 18, 2003**

1.0 CALL TO ORDER

Councilmember Harry Baldwin, City of San Gabriel, called the meeting to order. A list of those in attendance is included in the minutes.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 CONCENT CALENDAR

Approval Items

3.1.1 Approval of the May 21, 2003 Minutes

Action: Motion to approve the minutes was accepted and seconded with no objections.

4.0 INFORMATION ITEMS

4.1 Report on the West Coast Corridor Conference

Ms. Sarah Catz spoke on this item. The West Coast Corridor Conference, was held on June 5, 2003 in Sacramento, CA and included transportation representatives from Washington, Oregon, California, and Baja California. Focusing on the West Coast corridor, the conference discussed several items including innovative financing, cooperative efforts, and economic development.

Furthermore, a series of roundtables are planned for the summer, with topics including: Financing and cost-sharing for goods movement infrastructure, Innovative finance tools for goods movement and personal mobility, Port and land-side freight logistics operational improvements, Agricultural-urban interface, Multi-modal, multi-state interface, and Intelligent Transportation Systems (ITS) applications. No dates have been set, but will be announced as they are scheduled.

4.2 Discussion on SCAG Briefing papers: Regional Rail Capacity Improvement Program and User-Supported Regional Truckways in Southern California

The Regional Rail Capacity Improvement Program and User-Supported Regional Truckways in Southern California briefing papers will be foundational documents for the development of the goods movement element of the 2004 RTP. As the goods movement element is now beginning to take shape, SCAG is looking for feedback and comments on the briefing papers from members of the GMAC.

Mr. Stan Randolph, Caltrans, stressed the importance of public outreach, and emphasized that truck lanes have been shown to be self-supporting and will benefit the traveling public as well as goods movement. Mr. Naresh Amatya, SCAG, noted that while the truck and rail strategies have not been discussed individually at the RTP TAC, the truck and rail projects will be included in the RTP alternatives analysis.

Mr. Steve Smith, SANBAG, expressed reservations as to the growth of truck volume, which in the truckways issue brief was estimated at 2.6% per year. He suggested first estimating the facility cost then determining the level of truck volume needed to generate sufficient revenue to support the toll truckway.

4.3 2030 Truckways Sensitivity Run

Mr. Mark Griffin, SCAG, presented this item. SCAG completed a truckway sensitivity run which compared the 2030 highway network with truck lanes on the I-710, SR-60, and I-15 and voluntary truck usage, against the 2030 Tier 2 highway network which does not include truck lanes. The run showed that systemwide, average daily VMT increased by 529,994, average daily VHT decreased by 124,553, and average daily delay decreased by 116,741 hours.

Mr. Griffin stated that the purpose of displaying the sensitivity run is to demonstrate the modeling capabilities available, and from this, determine modeling needs to analyze dedicated truck lanes.

Though the VHT and delay decreases may seem relatively minor, it is important to note that they are for the entire SCAG region. Displaying these statistics for the Eastern Gateway corridor only could demonstrate significant improvements.

Mr. Luke Cheng, LACMTA, suggested that speed and travel time in the corridor be shown, with and without truck lanes to show the effectiveness

of truck lanes. The committee then requested three sensitivity runs be made: first, Tier 2 plus truck lanes with no tolls or restrictions, second, Tier 2 network plus toll truck lanes, and third, institute constraints in addition to toll truck lanes. Staff will request these model runs be completed and available for the next GMAC meeting.

4.4 Update on Goods Movement Project Lists

The goods movement project list now shows which projects are classified as baseline, Tier 2, or candidate project. Staff would like for the committee members to verify the project list and inform staff of any inaccuracies.

5.0 **COMMENT PERIOD**

There were no comments.

6.0 **NEXT MEETING**

The next regular GMAC meeting will be:
Wednesday, July 30, 2003
9:30am-11:00am
SCAG Offices, San Bernardino Conference Rooms A&B

7.0 **ADJOURNMENT**

The meeting was adjourned at 11:00am.